



## EXECUTIVE ORDER

### SELF-DRIVING VEHICLE TESTING AND OPERATIONS IN THE CITY OF PITTSBURGH

**WHEREAS**, the City of Pittsburgh is committed to improving and enhancing the safety of our transportation system, preserving the quality and character of our neighborhoods, and promoting the growth of equitable opportunity for our people; and

**WHEREAS**, the Department of Mobility and Infrastructure (the Department) has been established with the mission of build, operate, manage and maintain city right of way assets and transportation systems and services to provide the physical mobility necessary for economic mobility; and

**WHEREAS**, the Department has adopted a set of measurable goals for safety, access, health, enjoyment, preservation of public assets, and promotion of community values; and

**WHEREAS**, self-driving, or autonomous, vehicle technology has the potential to assist in meeting those goals by significantly reducing transportation-related crashes and fatalities, expanding mobility access and options, reducing household transportation costs, and reducing the impact of vehicle demands on our public rights of way and the public space therein; and

**WHEREAS**, multiple enterprises developing self-driving vehicle technology have begun, or expressed an interest in, testing and further developing said technologies in the City of Pittsburgh; and

**WHEREAS**, development and eventual demonstration and deployment of self-driving vehicle technologies utilizes the real-world environment of the public streets; and

**WHEREAS**, the Department has engaged representatives from a diversity of City organizations and agencies to form a Stakeholder Advisory Committee on Shared and Autonomous Mobility (Committee) to develop principles for mobility that align with City goals; and

**WHEREAS**, the Committee met and deliberated and ultimately drafted for adoption Pittsburgh's Principles for Autonomous Mobility; and

**WHEREAS**, the City, through the Department, seeks to engage industry and stakeholders in facilitating the further development and deployment of self-driving technology, consistent with the Department's goals and its Principles of Shared and Autonomous Mobility; and

**WHEREAS**, prudent public management requires greater information gathering and understanding of testing activities occurring on the public streets over which the City is obligated to provide management, stewardship and operational authority;

**NOW, THEREFORE**, pursuant to the authority vested in me as the Mayor of the City of Pittsburgh, I hereby order and direct that:

1. The Director of the Pittsburgh Department of Mobility and Infrastructure (Department) lead the oversight of self-driving vehicles in the City of Pittsburgh and work collaboratively with all relevant city departments, authorities, agencies, boards and commissions;
2. The Department publish guidelines for the testing of self-driving technology on public streets under the jurisdiction of the City of Pittsburgh and her Departments and Bureaus that shall, at a minimum;
  - a. Complement and augment the most recent Automated Vehicle Testing Guidance adopted by the Pennsylvania Department of Transportation (PennDOT), Legislature of the Commonwealth of Pennsylvania, or Office of the Governor;
  - b. Identify the testers and the anticipated time, place and manner testing is to occur at sufficient level of detail to be informative to the public and public agencies;
  - c. Increase public transparency and knowledge of the testing occurring on public streets and associated testers;
  - d. Stipulate that testers articulate the necessity of testing on City streets and the manner in which testing may advance the City's Principles for Shared and Autonomous Mobility and the broader public interest;
  - e. Ensure reliable communication between testers and City authorities in the event of emergency or other urgent need; and
  - f. Identify the data reasonably necessary to be collected from testers in order for public agencies to understand the impact and opportunity of testing on public safety, safe and efficient operation of the City mobility network, and other City operations, functions or processes and insist on regular reporting outlined in the guidance.
3. Entities testing or operating vehicles with highly automated driving systems on City streets respect the guidelines set forth by the Department and the reporting included therein;

4. The Department develop and publish policy recommendations with regard to highly automated driving systems' use of City managed and controlled assets and facilities including street travel lanes, curbside, off-street parking, and other public rights of way and assets that;
  - a. Fundamentally protect and enhance walking, public transit, and travel by bicycle as preferred modes of travel in highly urbanized areas;
  - b. Promote and encourage development, demonstration and deployment of highly automated driving systems in vehicles and operations resulting in higher occupancy, low or no emissions, lower household transportation costs and greater and more equitable access to opportunity across the City;
  - c. Minimize the consequences and maximize the benefits of technological disruption on City finances, delivery of City services, and maintenance and operation of public streets and rights of way;
5. The Department regularly publicly report, no less than annually, progress developing guidelines and policies, compliance with same, results of data analysis, and recommendations for continued public advancement in support of and response to highly automated driving system technologies.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

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William Peduto, Mayor of Pittsburgh